

Hongkong Daily Press.

ESTABLISHED 1857.

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New Advertisements will be found on page 4.

THE MALARIAL MOSQUITO

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A. S. WATSON & CO. LIMITED.

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CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brandy to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
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NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month
by month. It is of Superb Quality and of
CUTLER, PALMER & CO.'S SELECTION.
Sole Agents for it.
LANE, CRAWFORD & CO.
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JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.

This World-renowned
Fine OLD HIGHLAND WHISKIES are shipped
by CUTLER, PALMER & CO. and
are obtainable in Hongkong of
G. C. ANDERSON,
No. 13, Praya Central
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CUTLER, PALMER & CO.'S

PRICE \$10.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO., Hongkong.

HONGKONG HIGH-LEVEL TRAM- WAYS COMPANY, LIMITED.

TIME TABLE

WEED DAYS
7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes
9.30 a.m. to 10.45 a.m. Every quarter of an hour
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Night cars at 8.45 p.m. and 9 p.m. and from
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Extra Night cars at 11.30 and 11.45 p.m.

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8.15 a.m. to 10.15 a.m. Every half hour

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Night cars at 8.45 p.m. and 9 p.m. and from

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SPECIAL CARS by arrangement at the Company's Office, 38 & 40 Queen's Road Central.

JOHN D. HUMPHREYS & SON,
General Manager.

Hongkong, 1st May 1899.

1003

VICTORIA CYCLE
EMPORIUM.

THE pleasure of cycling consists in having
a first class machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLY" CYCLES,
and we also supply fitting of every description.
Bargains can be had in second hand Machines.
Repairs executed with promptness and skill.
Enamelling a specialty.

MCKEEDY & CO.
43 & 44, Queen's Road East
Hongkong, 3rd November, 1899. (246)

RUINART PERE & FILS REIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPIERS.

Ship only the finest Quality

Extra Dry (Green Seal)

LAUTS, WEGENER & CO.

Sole Agents.

Hongkong, 17th May, 1899. (162)

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

\$5.00 per sack of 375 lbs. per factory

\$3.00 per bag of 250 lbs.

SHewan, TOWES & CO.,
General Managers.

Hongkong, 2nd July, 1900. (169)

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EASTMAN'S KODAK'S, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & CO.,
17A, QUEEN'S ROAD, HONGKONG.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC.

C.P. & CO.'S INVALIDS' PORT,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY.—

THE "PALL MALL,"

\$20 PER DOZ.

11 years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & CO.'S OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNQUELLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

FROM
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES

J. M. DE ZUNIGA,

No. 9, QUEEN'S ROAD CENTRAL.

Entrance: ICE HOUSE STREET (New Victoria Hotel)*

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THE NEW SUMMER DRINK.

COLD BOVRIL AND SODA WATER.

DE. ANDREW WILSON, in the "Daily Express" of July 24th, has an interesting article on

"WHAT SHALL WE DRINK?"

in which he says:—

"The great question of these tropical days is "What Shall We Drink?" I think all medical men are agreed that the less alcohol we consume in hot weather the better for us. Even light beer will be preferable in this sense to ordinary ales, and stout is not to be thought of if we wish to keep moderately cool."

"For those who are engaged all day let me recommend a novel combination—I mean a little Bovril (of course), made in the ordinary way, and added soda water. I have found this drink sustaining and pleasant."

WATKINS, LIMITED,

AERATED WATER MANUFACTURERS.

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27 & 29A, PRAYA CENTRAL.

NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL
MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN
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BOL'S GENEVA GIN

IN STONE BOTTLES.

THE BEST GIN FOR MAKING COCKTAILS—TRY IT.

Telephone 75.

CALDBECK, MACGREGOR & CO.,

WINE & SPIRIT MERCHANTS,

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34a

15, QUEEN'S ROAD
Hongkong, 17th September, 1900.

COTTA M & CO.,

FOR OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in

SILK or INDIA GAUZE),

AND WHITE CANVAS BOOTS and SHOES, &c., &c.

35a

LANE, CRAWFORD & CO.

FOLDING CANVAS CAMP BEDSTEADS.

OPEN MEASURES 6 feet 2 inches by 2 feet 3 inches.

CLOSED 3 feet 1 inch by 6 inches by 5 inches.

THE MOST PORTABLE CAMP BEDSTEAD EVER MADE.

FURNISHING DEPARTMENT.

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AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSA PARILLA.

TONIC WATER.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

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KELLY & WALSH, LTD.

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CHINA PROBLEM, by A. R. Colquhoun.

All the World's Fighting Ships, 1900, by E. T. Jane.

Sir Herbert Maxwell's Life of Wellington, Cheaper Edition, 2 vols.

China in Transformation, by A. R. Colquhoun, Maps, Plans, &c.

A Prince of Swindlers, by Guy Boothby.

The Goddess: A Demon, by R. Marsh.

Hints to Stamp Collectors.

The New Far East, by Dow, Cheap Ed.

Three Men on a Bumboat, by Jerome K. Jerome.

Stable Management and Exercise, by Captain M. Horne Hayes.

The Father Confessor, by Mrs. Clement Shorter.

The Witches Head, by Rider Haggard.

The Far East, by Valentine Chirol.

Cheap Edition.

Horrible Vehicles, Automobiles and Motor Cycles, by G. D. Glazebrook.

Gas Engine Construction, by H. V. A. Parsons and A. J. Weed.

SANDOW'S OWN COMBINED DEVELOPERS.

RECENT PUBLICATIONS.

Scientific Foundations of Analytical Chemistry, by W. Ostwald, Translated by Geo. McGowan.

Instruction in Photography, by Sir W. de W

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MONUMENTAL SCULPTORS.AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Design and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL. 1ST FLOOR.A. S. WATSON & CO.,
LIMITED,
WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

SCOTCH WHISKY.

	Per Case 1 doz.
A—THORNE'S BLEND, White Capsule	810.30
B—WATSON'S GLENORCHY, MELLOW BLEND, Blue Capsule, with Name and Trade Mark	10.80
C—WATSON'S ABELLOU-GLENLIVET, Red Capsule, with Name and Trade Mark	12.00
D—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule	14.40
E—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule	15.00
THORNE'S BLEND and WATSON'S GLENORCHY are high-class Soda Whiskies, of greater age than most brands in the market.	

ABELLOU GLENLIVET is a very old Peat Whisky (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & CO., LIMITED,
WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The Daily Press.

HONGKONG, September 17th, 1909

EARLY in the year 1857 the French Government, having grievances of its own to rectify, took advantage of the British expedition to China to join in seeking redress of that obstinate and wrong-headed nation; and on the 27th May, forty-three years ago, the French first-class frigate *Andalucia* set sail from Toulon, having on board Baron Grégois and his secretary the Marquis de Moze. The *Andalucia* was a ship of the then most modern type, and, in addition to carrying a large armament, was propelled by a screw-driven by engines of 900 horse power, nominal. Steam navigation was only then beginning to be applied to ships of war, and it therefore need not be surprising to learn that it was not till the very end of July that the voyagers reached the Cape of Good Hope, having experienced by no means pleasant weather on the journey. As the ship had to spend some time refitting, and as the Marquis was a keen, though on the whole friendly, critic, it is interesting to review his experience in the light of subsequent events. Of the road from Simon's Bay to Capetown, he tells us that it was one long street dotted with pretty cottages with verandahs, white-washed walls, and green outside shutters. There is an air of elegance about the smallest cot. It is English tidiness engrafted on Dutch cleanliness. Even then the population of Capetown amounted to some 30,000 of European blood, but what most struck the traveller was finding that the colony had its own government, and administered its affairs through its own Parliament without interference from England. That a colony under the circumstances should remain loyal seemed impossible to the Frenchman, who sees the only reason in the fact that it is deficient in population and capital, and could not exist without direct assistance from England, in the way of troops, &c. He of course saw the advantage to England of the positions at Table Bay and Simon's Bay, which during peace protect her trade, and in war establish for her an overpowering preponderance in the Southern Atlantic.

These, however, are only facts that would have struck any traveller of ordinary intelligence. The most interesting portion of the book is that connected with the social problem, and the separation of the races, the abundance of horses and the methods of travelling by ox-teams and wagons, the latter showing every evidence of their Dutch origin. The great table-lands and their sparse population, the abundance of wild game, and the unsettled habits of the colonists come in for remark. The large infusion of Huguenot blood is commented on, and the curious fact that at that time nearly all the missionaries in the Colony were French Protestants, while the capabilities of the soil and climate for viniculture had attracted a considerable number of French settlers. All these things combined were evidently bringing about a peculiar phase of civilisation in the Colony different from that prevailing elsewhere. It is, however, when speaking of the Boer population and their manners and customs that the Marquis's book is most interesting. He speaks of the British Government having permitted the establishment of two small but independent republics to the north of the Colony. Till very recently Cape Colony extended much further to the north. But the English Government, finding it useless to penetrate so far into the interior, and preferring a well-marked geographical boundary to an uncertain line nowhere distinctly marked in nature, and always exposed to the invasion of barbarous tribes, abandoned a whole region which had previously been annexed, and fixed the Orange River as the northern frontier of the colony. It was within the limits of the territory so deserted and left without any government that the two small communities to which I refer were formed. They have their own government, and are entirely self-dependent." Quoting from a recent French traveller amongst these regions, the author gives a by no means flattering account of these peoples thus removed from contact with civilisation, which is well worthy of being read and studied after a lapse of nearly half a century. "The habits of these Boers, who have lapsed from a state of civilisation to a condition little better than that of savages, might furnish a novelist with a few good scenes. They live in the midst of extensive farms, in houses miles from each other, alone with their wives and children, servants and herds. They have large families, the ordinary number of children being from fifteen to eighteen. They have enormous herds. The Kaffirs sometimes carry off their cattle. Then the Boers mount on horseback, load their guns, and start at once in pursuit of the robbers. They are such excellent marksmen, and their skill in this respect is so well known to the natives, that the latter run off the moment they come in sight, leaving their booty behind them. It is a remarkable fact that these wild herdsmen, living far in the wilderness and altogether beyond the pale of civilisation, had all heard of the Crimean war. In the evening when the day's work was done, nothing pleased them better than to hear about it. They know absolutely nothing of politics. They hear little of what is going on in the world. They read their Bibles and abuse the English. Round these two pivots turn all their thoughts. Dutch to the core, in all their feelings, hatred of the English constitutes their nationality. It was this feeling which led them to emigrate to the outskirts of the colony, and caused the exodus from Port Natal, a phenomenon full of interest in the history of humanity. This event has been recounted by one of themselves in the style of the historical books of the Old Testament." Pastoral nomads have everywhere long memories; the Kirghise wanderer over Central Asia sings to-day of the glorious deeds of a Ginghis Khan; and the Boer oblivious of what has happened in the meanwhile, still in memory goes back to the seventeenth century when Drake and Van Tromp fought for the commercial supremacy of the world. The rooted antipathy of the Boers towards the English has thus, as is always the case, its foundation in a long past history. Elsewhere the antagonism between Dutch and English, which was perfectly natural during the great contest for supremacy, when more than once Dutch men-of-war sailed on plunder bent up the Thames, and even threatened London itself, has ceased, and been succeeded by a general sympathy of race and religion. To the Boer in Southern Africa, the succeeding two centuries have been a perfect blank. As he descended in the scale of civilisation, the prejudices, not the judgment of his remote ancestors prevailed, and increasing ignorance riveted the chain on his intellect. In the emancipation of the slaves England finally severed any bond of fellow-feeling with the Boer which might have found space to develop. The reading of the Bible, or rather of the Old Testament, as their sole acquaintance with literature, has had the effect on the Boer that he sees in himself the representative of the "Chosen People" of old, whose privilege it was to purge the soil from the presence of the aboriginal stock. To exterminate the Kaffir by any means in his

power—murder, treachery, or starvation alike—is in the eyes of the Boer an acceptable sacrifice to the old Israelitish God he worships. In emancipating the slave and checking the outrages on humanity of the Boer the British Government is in his eyes making an attack on his sentiment of religion; the compact with the African is an unholy thing, equally deserving of divine punishment with the curse made by the Israelites of old with their Amalekite neighbours, and to counteract so impious a conjunction murder, treason, and perjury may well be resorted to as in the sight of Heaven positive virtues. Such was the impelling concept of the Boer half a century ago, and the present war was the necessary result, as soon as he be thought himself sufficiently powerful to take up arms against the impious upholders of alien rights.

The French mail of the 13th August was delivered in London on the 14th inst.

During the 24 hours preceding noon on Saturday there were reported no cases of deaths from plague.

Major H. H. Brown, R.A.M.C., Acting Principal Medical Officer, has been appointed member of the Sanitary Board.

Among the departures by the *Parwanita* we notice the name of Mr. J. Y. Mayston, inspector of machinery at the Naval Yard, who has gone home after three years in the Colony.

Among the invalids who arrived from the north the other day in the *Jeluga* on his way home was Corporal Hammond, of the R. W. F., who lost his left arm at the attack on Tientsin. He and his section were sitting on a railway siding when a shell burst near them; and his arm was taken clean out of the socket.

A Hindoo Cemetery has been authorised on the south slope of Danger Flag Hill, Kowloon, on Military Reserve Land, midway between the Military and Association Riffle Ranges and about thirty yards to the north of the line joining the butts. The Cemetery measures fifty feet square, and its limits have been defined by wooden pickets.

The other day Inspector Duncan visited the coal shop at Wanchai which bears the sign of Wong Jan and Company. Finding a Chinese weight 12 per cent. in favour of the purchaser he summoned the proprietor, Mr. T. S. being in possession of a weight not of the proper standard. The Inspector explained to Mr. Hazelton on Saturday that the man had an English weight which was all right and which he probably used when selling coal to customers. The weight which was wrong he had not used when buying coal brought to him by people who had stolen it. His Worship said he had reason to believe that hardly any of these small coal-dealers bought their coal properly; they were nothing more nor less than receivers of stolen goods. A fine of \$100, or two months, was imposed.

There was a row among the coolies at Quarry Bay Sugar Refinery last week, some Cantonese severely drumming some Chiu Chew men, whom they out-numbered, one of the defeated party being so badly used that he had to be sent to the hospital. In consequence the Chiu Chew men were afraid to return to work. They went to the head coolie's house for their wages and being refused, as they had not worked the week out, they appear to have created some disturbance. At any rate the head coolie summoned nine of them to appear at the Magistracy on Saturday. During the hearing of the case it came out that previous to their going to the complainant's house on Sunday the complainant and two of the defendants called at the Central Police Station. Inspector McLennan, who was on duty in the charge room, said that he heard the complainant promise to pay the men, but that he afterwards refused to do so. Hence the disturbance. Under the circumstances, His Worship discharged the men.

Two firemen from the U.S.S. *Meade* found themselves in the deck on Saturday charged with riotous behaviour in the Hung Hom Hotel while drunk. Their names were George Nash and John Halston. When charged, Nash said he was drunk but not riotous. Halston denied being drunk, adding that he merely tried to quell a disturbance which was going on in the hotel. The landlord's story was that at five o'clock the previous evening Nash came into his hotel and ask for some wine. As the man was drunk he refused to serve him. Nash then became very angry, and revenged himself by going behind the bar and smashing five or six tumblers. Then Halston came in. He took a bottle of whisky from the counter, drank out of it, and then threw it away. The men attempted to strike him. He told them to go away, and because they refused he sent for the police and had them arrested. Nash said there were two men fighting in a back room and he interfered. Halston said he never broke a bottle of whisky. He removed a bottle from a chain and put it away so that the men who were fighting could not break it. His Worship, to the complainant: "Why did you not stop the men who were fighting? Why did you not call in the police?" The complainant: "I went for the police and in the meantime they went away." The barman's story was somewhat different from the landlord's. He said Nash came in with two bottles of whisky which he had bought at the proprietor's shop next to the hotel. He asked him for a corkscrew, and because he refused to let him have one he abused him. Then he went up to two or three men who were sitting on a bench, let them drink, and then threw the bottle on to the floor. This was all he saw. He did not see any tumblers broken. The two stories were so contradictory that His Worship dismissed the case.

The *Foochow Daily Echo* of the 8th inst. reports that the crops have been refreshed (during the week ending on the 8th) by thunderstorms showers, but there is still a good deal of rain wanted.

The Japanese armoured cruiser *Asama*, which was built at St. Nazaire, and which put in at Spikehead complete her electrical fittings, left on the 13th inst. for the Far East.

The Dutch dredger *Port Arthur*, of Rotterdam, now on its way North, has been secured by the Russian Government, although it is steaming out under the Dutch flag. It is to be used for deepening Port Arthur harbour.

The Russian Volunteer Fleet steamer, *Nijni Novgorod*, which ran on a reef at the Single Road on the 14th ult. with Russian troops on board, has been floated, and towed to Port Arthur by the Japanese warship *Takao*.

At the rehearsal of the big operations arranged for August's Bankholiday several thousand armed cyclists met on the South coast of England to carry out General Sir F. Maurice's scheme for the cyclist defence of that portion of Great Britain. General Gatacre was a spectator of the operations.

The official *Intelligencer* announces the appointment of General Myloff, Commander of the 20th Infantry Division, to the command of the 3rd Siberian Army Corps, and of General Fyolippoff, commander of the 11th Army Corps, to the post of Commander of the corps landed in China.

The young European lady who was shot by her husband, Naik Moint, a Siamese, on board the *Kanawaz Maru* at Singapore a few days ago, under circumstances already reported in these columns, was well enough to appear in court at the magisterial examination, when the prisoner was remanded for further evidence.

According to a London telegram dated August 31st, it was on that date officially certified that eleven cases of bubonic plague had broken out in Glasgow. The *British Medical Journal* in discussing the subject doubts whether even the vigilant medical officers of health at our numerous seaports are in a position to deal with imported cases of plague as promptly as desirable. That journal further points out that while there is no need for alarm, "there is no cause for alarm, " says an Indian journal, "and until the rains fall copiously we fear that things will not mend. The showers that we have been having lately have been grateful in a way, but they have undoubtedly been the chief cause of increase of disease and death in Madras."

The August return of deaths in the Colony shows that during the month among the European and foreign community there died 19 Civilians, 4 of the Army, and 3 of the Navy. The Chinese death numbered 528, 110 of which were in No. 2 District, 36 in No. 3, and 48 in No. 2. Chest affections last month claimed 103 victims, while the plague figures fell to 83, of which 15 were in No. 9 District. The principal death rates per 1,000 per annum were:—British and Foreign Community (Civil) 25; Chinese Community, Victoria, Land 26.3 and Harbour 26.3; Chinese Community, Whole Colony, Land 23.3, Boat 27; Land and Boat 25.5; British, Foreign, and Chinese Community, excluding Army and Navy, 25.5.

The traditional particulars which have reached us regarding the damage caused to the steamer *Centaur* during the recent typhoon show that the vessel fared worse than was at first reported. She left Haian on the 9th inst., and at once met with a steadily increasing wind and sea with heavy rain. For forty-eight hours the ship labored heavily, and on Tuesday morning a heavy sea swept away the after-saloon. Then sea after sea washed everything from the deck, and while the storm was at its height the Chinese on board refused to obey the orders of the European officers, who had to do the best they could to save the ship. During the afternoon the quadrant carried away, and the rudder went by the board. An improvised steering gear was made by means of wires led to the winches, and in this way the vessel was steered through the gale over 200 miles. Fortunately the weather moderated on the Wednesday, and the *Centaur* was able to reach port in safety. It is recognized that the vessel was saved wholly through the indefatigable exertions of Capt. D. F. Lawrence and his officers, the Captain himself being on the bridge for 72 hours.

The damage caused in and around Manila by the recent typhoon has been considerable, according to the *Manila Times* of the 9th inst. Fortunately, up to the time the mail left, no lives had been reported as lost, and very little personal injury had taken place. The storm, the *Times* states, is perhaps the most furious one that has visited Manila since the American occupation. All the military telegraph wires leading into Manila were broken down, and portions of Manila were under water for a whole day, flooding the houses and causing much damage to the homes of the people. The banks of the Rio Grande were overflowed to an alarming degree, and whole rice crops were destroyed. Very little damage was however done to the shipping, as all the steamers and small craft heeding the warning given them, sought shelter in Cavite Bay or any other spot where they could obtain a good cover. The steamer *Konges*, Capt. Pooley, encountered very bad weather coming up from Saigon, and on the 5th inst. sighted a seashore with a crew of nine on board in a sinking condition about 16 miles east of Martinique. Capt. Pooley took the crew off the derelict, which foundered shortly afterwards.

By the annexation of the Transvaal, the British Empire has been increased by 110,000 square miles.

The Secretary for War has given instructions that in the event of troops being ordered to proceed to China, every facility is to be afforded them to undergo the operation of inoculation against enteric fever.

The Dutch dredger *Port Arthur*, of Rotterdam, now on its way North, has been secured by the Russian Government, although it is steaming out under the Dutch flag.

HAD HE A RUSSIAN ESCORT?

It is reported that he had a Russian escort. This was flatly denied when Admiral Seymour enquired, but the German despatch vessel *Hecla* left at the same time.

TELEGRAMS.

DAILY PRESS SERVICE.

THE CRISIS IN CHINA.

FROM OUR CORRESPONDENTS.

SHANGHAI, 14th September, 8.11 p.m.

LI HUNG-CHANG LEFT SHANGHAI ON FRIDAY.

Li Hung-chang left to-day for Tientsin by the China Merchants' steamer *Anying*, sailing under the British flag.

HAD HE A RUSSIAN ESCORT?

It is reported that he had a Russian escort. This was flatly denied when Admiral Seymour enquired, but the German despatch vessel *Hecla* left at the same time.

HIS ATTITUDE.

It is certain that Li Hung-chang will merely register Russia's orders.

20,000 CHINESE TROOPS AT PEKING.

The official estimate is that there are certainly twenty thousand Chinese troops remaining at Peking.

PRIESTS AND CONVENTS RESCUED BY CHINESE TROOPS.

Chinamen reports that an encampment of Roman Catholic priests and their converts at Hochien, Chihli, which has been besieged by the Boxers since June, was relieved on the 29th August by the troops sent to Chihli by Acting Viceroy Tingting.

Delayed in transmission.

LONDON, 15th September, 8.40 p.m.

GERMANY AND THE YANGTZE.

The *Cologne Gazette* in a manifesto strongly repudiates the allegation that Germany has ambitious and self-seeking plans about the Yangtze.

THE WAR IN SOUTH AFRICA.

LONDON, 14th September, 8.10 p.m.

LORD ROBERTS'S PROCLAMATION.

Lord Roberts has issued a proclamation to the Boers to the effect that Mr. Kruger has formally resigned and that further struggle is useless. There are 15,000 Boer prisoners, and none of these will be released until all combatants surrender unconditionally.

GUERRILLA WARFARE TO BE SUPPRESSED.

He warns them that vigorous measures will be taken to stop guerrilla warfare.

VILJOEN TEMPORARY CHIEF.

It is reported that Botha is unwell and that Viljoen temporarily commands the Boers.

BIG CAPTURE OF FOOD AND AMMUNITION.

General Buller has captured Spitzkop with 300,000 lbs. of food and 200 boxes of ammunition.

LONDON, 15th September, 8.40 p.m.

NEW ADVERTISEMENTS

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that at a General Meeting held in London recently an INTERIM DIVIDEND at 3 per cent. was declared on the Company's Preferred Shares for the Six months ending 30th June, this being at the rate of 6 per cent. per Annum. Also an INTERIM DIVIDEND of 5 per cent. or 5 per cent. for the Half-year, on Ordinary Shares (£5 paid up), this being at the rate of 10 per cent. per Annum.

The DIVIDEND WARRANTS will be ready on the 1st October.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th instant to 1st proximo, both days inclusive.

JARDINE, MATHESON & CO., Agents.

Hongkong, 17th September, 1900. [2431]

GERMAN SCHOOL

THE WINTER TERM will COMMENCE on MONDAY, 1st October, a.c.

Parents desirous that their Children should join will please communicate with the undersigned.

English will be taught by a competent English Lady Teacher.

Head Master: Pastor TH. KRIELE.

School Room: Union Church Hall.

PAUL BREWITT,

Hon. Secretary.

Hongkong, 17th September, 1900. [2430]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

HAITAN.

Captain Roush, will be despatched for the above ports TO-MORROW, the 18th instant, at 11 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 15th September, 1900. [2424]

FOR SHANGHAI.

THE Steamship

LOONGMOON.

Captain F. W. Schulz, will be despatched for the above port TO-MORROW, the 18th instant, at 4 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

SIEMSSSEN & CO.,

Hongkong, 15th September, 1900. [2425]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

DIAMANTE.

Captain A. Ramsey, will be despatched as above on SATURDAY, the 22nd instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

A doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., General Managers.

Hongkong, 15th September, 1900. [2426]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

TAMSUI MARU.

Captain H. Nagata, will be despatched for the above ports on SUNDAY, the 23rd instant, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th September, 1900. [15]

SAIL TO NEW YORK.

THE Sailing Vessel

NORWOOD

and Sailing Vessel

SACHEM

will sail for the above port on or about 30th September, 1900.

For Freight, apply to

SHEWAN, TOMES & CO.,

Hongkong, 17th September, 1900. [2429]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

BENGAL

FROM BOMBAY, COLOMBO AND SRIATRA.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel is bound on Cargo:-

From London, &c. ex.s.s. *Himalaya*.From Australia, ex.s.s. *India*.From Persian Gulf, ex.s.s. *Sindia*.

Optional goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 21st instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, within ten days after the vessel's arrival here, after which no claims will be recognized.

A. M. MARSHALL,

Acting Superintendent.

Hongkong, 15th September, 1900. [1]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING will be held in the PAVILION TO-DAY (MONDAY), 17th September, at 5.15 P.M.

P. A. COX,

for Hon. Secretary.

Hongkong, 5th September, 1900. [2353]

PORTLAND CEMENT

J. B. WHITE & BROS

SOLE AGENTS FOR CHINA,

HOLLIDAY, WISE & CO.

Hongkong, 16th September, 1900. [2224]

AUCTIONS

PUBLIC AUCTION

THE Undersigned has received instructions to Sell by Public Auction, of

THURSDAY, the 20th September, 1900, at 2.45 P.M., at "TUSCULUM" MAGAZINE GAP (The Residence of BRUCE SHEPHERD, Esq.).

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, comprising:-

MARINBURK-MADE DRAWING ROOM SUITE, EASY CHAIRS, BLACK-WOOD-CURIO STAND, TEA-POYS AND TABLES, TEAK OVERMANTLES, BRASS FENDERS, LAQUERED TEA-POYS, JAPANESE and CHINESE CURIOS, CHENILLE and MUSLIN CURTAINS, &c. &c.

EXTENSION DINING TABLE, SIDE-BOARD WITH MIRROR, BOOKCASES, DINER WAGGON, ELECTRO, GLASS and CROCKERY WARE, CUTLERY, CARPETS, RUGS, TABLES, &

MARINBURK-MADE BED-ROOM SUITE, TOILET TABLES, WASH-STANDS, SINGLE BRASS-MOUNTED BEDSTEADS, &c. &c.

2 RICKSHAS.

On View from Wednesday, the 19th Sept. TERMS:—As Customary. Catalogues will be issued.

GEO. F. LAMMERT, Auctioneer.

Hongkong, 15th September, 1900. [2414]

PUBLIC AUCTION

THE Undersigned has received instructions from Mr. ATTACK, Furniture Dealer (owing to his removal to new premises), to sell by Public Auction, on SATURDAY, the 22nd September, at his Store, 32, Queen's Road Central, the portion of his

STOCK-IN-TRADE, FURNITURE, FIXTURES, &c. &c.

TERMS:—As Usual. V. I. REMEDIOS, Auctioneer.

Hongkong, 31st August, 1900. [2315]

PUBLIC COMPANIES

THE Undersigned has received instructions from Mr. ATTACK, the Company will be held at the Company's Office on SATURDAY, the 29th September, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 29th September, both days inclusive.

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 13th September, 1900. [2408]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

DIAMANTE.

Captain A. Ramsey, will be despatched as above on SATURDAY, the 22nd instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

A doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., General Managers.

Hongkong, 15th September, 1900. [2426]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

LOONGMOON.

Captain F. W. Schulz, will be despatched for the above port TO-MORROW, the 18th instant, at 4 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 15th September, 1900. [2425]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

HAITAN.

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Hongkong, 15th September, 1900. [2424]

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DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 15th September, 1900. [2424]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.</

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2 Zealand Street, Auctioneer, Appraiser
and Commission Agent.

HUGHES & LOUGH
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.

V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
3, Queen's Road Central.

BOARD AND LODGING

THE WESTERN HOTEL
Excellent Accommodation, \$2.50 per day.
90 and 92, Queen's Road West.

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"DAILY PRESS" OFFICE
The only office in China having European
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO.
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON,
Contractor; 39, D'Aguilar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged. Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aerated
Waters, Dealers in Photographic
Requisites, Queen's Road.

WATKINS, LTD. APOTHECARY'S HALL, 66,
Queen's Road Central. Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIOS DEALERS

KUHN & KOMOR,
Fine Art, Japanese and Chinese Curios,
21 and 22, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.

DENTISTS

WONG HOMI,
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DRAPEERS

EBRAHIM ELLAS & CO.
Milliners, Silk Merchants, Haberdashers.
Low Prices; 37, 39, Wellington Street.

SEE WOO,
Tailor, Draper and Outfitter; 67 and 69,
Queen's Road.

FLOUR MERCHANTS

SPERRY FLOUR COMPANY,
Merchant Millers, San Francisco.
Eastern Branch, Pader Street,
WILLIAM WHILEY, Manager.

FURNITURE WAREHOUSEMEN

ACHIE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

LI KWONG LOONG,
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer; 17, Queen's Road.

GROCERS

THE MUTUAL STORES,
Sub-agents: LIXTON, LTD.
8 and 10 D'Aguilar Street.
Provision and General Merchants.

JEWELLERS

KANG LEE & CO.
Jewellers, Gold and Silversmiths, Watch-
makers, Japanese, Chinese and Blackwood
Furniture. Optic Post Office, 36,
Queen's Road Central.

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo.

WAH LOONG,
Gold and Silversmith, Silk Dresses, Crabs
Shawls, Ivory, Lacquerware, Fans,
Curios, Bridles, Human Hair, Feathers;
83, Queen's Road Central.

THE LIGHT OF THE FUTURE

EASTERN ACETYLENE LIGHTING
COMPANY. Head office, 62A, Queen's
Road Central. Fittings of every descrip-
tion for the ACETYLENE LIGHT at
lowest rates.

MERCANTILE AGENT

WOODS & CO.,
Duddell Street, Agents for American and
European Export Houses.

PHOTOGRAPHERS

A. FONG,
The largest and most complete Studio in
Hongkong. Established 1889. Views,
Engravings, Ivory Miniatures, Oil
Paintings, &c.; Ice House Street.

E HING,
Enlarging, Developing, Printing, Mod-
eling, Rates, 20, Queen's Road East.

MEE CHEUNG,
Ice House Street, Top Floor. Permanent
Engravings, Groups, Vases, etc.; Develop-
ment Works. Amateur's Requisites.

M. MUMEYEA, JAPANESE ARTIST,
Bronzines and Crayon Engravings. Work
done for Amateurs; 2a, Queen's Road, CL.

HONGKONG
BUSINESS DIRECTORY.

PHOTOGRAPHERS

YEE CHUN,
Marine and Portrait Painter, 50, Queen's
Road, Upstairs.

H. YERA,
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road Cl., also Wan Chai.
Amateur's Requirements a Specialty.

PRINTING

"DAILY PRESS" OFFICE
Prints read by Englishmen.

RATTAN FURNITURE

KWONG TAI LOY,
Rattan Furniture, Bamboo, Blinds, Mat-
tings all Colours; 18, Praya Central.

SILK GOODS DEALERS

TEJUMUL POHUSING,
Dealers in Chinese, Indian and Japanese
Goods, Silks, Woolen and Cashmere
Shawls and other Sundry Goods; 4,
D'Aguilar Street, First Floor.

WASSIAMIASSOMULL,
Wholesale and Retail Importers and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Lace; 26, Queen's Road, Cl.

SILK LACE MANUFACTURERS

FR. BLUNCK,
Exporter of Real Hand-made Torchon Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries. Hand-made Silk
and Linen LACE Curtains made to
order; 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants; 144, Des Vaux Road.

MORE & SEIMUND,
Shipchandlers, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers; 43 and 45, Praya Central.

TAILORS

AH-MEN HING-CHEONG & CO.,
Tailors, Drapers and Outfitters, Queen's
Road Central, Old Club Site.
Branch: A-MAN, opposite City Hall.

E. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

HUNG YUEN,
Outfitters, Shirt Makers, Hatters, Hosiery,
Drapers, 83, Queen's Road, Central.

TAK CHEONG,
Tailors, Gentlemen's Outfitters, Hatters,
Hoisters, and Drapers. Chinese Silk of
all kinds, 50, & 52, Queen's Rd, Central.

YEE SANG FAT & CO.,
Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs; Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS."
Importer of the Best Manila Cigars; 25,
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KRUSE & CO.,
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents.

VICTORIA CIGAR DEPOT,
1 and 2, Levington Street East. AGENTS FOR
W. KENNEDY & CO., 37, Calle San
Jacinto, Manila. "Windsor Lady" and
"The Jockey" Cigars.

WINE & SPIRIT MERCHANTS

H. PRICE & CO.,
12, Queen's Road
and Calle Anteaque, Manila.

NOW READY.

"MOUNTINGS OF THE NAVAL
GUNS and their Subsequent Use
with the LADYSMITH RELIEF COLUMN."

Being a Lecture by
CAPTAIN PERCY SCOTT,
E.N.C.B.,
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CAPTAIN A. H. LIMPUS, E.N.C.
(of H. M. S. "Terrible").

The book is printed on art paper, and illus-
trated with coloured maps and sketches.
Price \$1 and \$1.50

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting
THE BEST NITRO-POWDER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES—
Loaded with Wt. Powder
Powder only, and 1 oz of Shot.

Primrose Cases . . . \$5.65 \$7.44
Pegamoid Cases . . . 6.25 8.00
Ejector Brass Cases . . . 9.00 8.65

5 per cent. discount on orders of 1,000 and over.
Apply to

W.M. SCHMIDT & CO.,
Gunmakers,
Hongkong.

Hongkong, 27th July, 1897. 1877

LOONG FI HORSE REPOSITORY.

SITUATED at No. 2, MATTHESON
STREET, near the No. 1 Police Station.
CARRIAGES FOR HIRE at Cheap Rates.

Apply to

MANAGER.

Hongkong, 1st September, 1900. 1898

Q U A N - W A H - & C. C.

SELLERS IN

ITALIAN MARBLE AND GRANITE

MONUMENTS.

DESIGNS & PRICES ON APPLICATION

No. 1, Queen's Road East, Hongkong.

Hongkong, 17th October, 1899. 1899

THE CHINESE CRISIS AND ITS
SETTLEMENT.

Under this heading the *Times* of the 15th ult. publishes a long and important letter, signed "X," which we reproduce *in extenso*, so it is well worth reading as a contribution to the vexed question now awaiting solution.

The history of foreign intercourse with China shows that in every case resolution of the part of the Europeans has been answered by timidity on the part of the Chinese, hesitation by arrogance. And unless this uniform experience during the time of the East India Company's monopoly and since it is to be assumed that the threats of massacring the Foreign Ministers and residents in Peking were but a ruse to delay the advance of the allied troops and to enable the Chinese to gain time for negotiations, and that, these threats having failed in their object, the relief column when it reaches the Chinese capital will find the majority of the besieged still living. Once relief has been effected, what action do the foreign Governments propose taking?

The objectives of such action must, it is apprehended, be (1) the punishment of those responsible for the investing and bombardment of the Legations and for the murder of missionaries and converts; and (2) the prevention of such acts. In all efforts to attain these ends it will be well to bear in mind the deliberate opinion of Mr. (afterwards Sir Rutherford) Alcock—recorded, it is true, over 50 years ago, but as true to-day as it was then—that "a salutary dread of the immediate consequences of violence offered to British subjects, the certainty of its creating greater trouble and danger to the native authorities personally than even the most vigorous efforts to protect the foreigners and their assailants will entail, seems to be the best and only protection in this country for Englishmen." On the other hand, it is justice alone that must be exacted, and all suggestions of vindictive retribution, such as the razing of Peking or the destruction of the Imperial mausoleums, must be absolutely discredited. Such acts would be unworthy of civilization. Not only would they create a bitter rancour throughout China which would prejudicially affect all future intercourse and burst out against us at some later date, but they would drag down western civilization to the level of Eastern barbarism—if not below it, for the Manchus have not only refrained from destroying the tombs of the earlier Ming dynasty, but have kept them in repair at State expense—action always spoken of with high commendation by educated Chinese.

How then are the objectives aimed at to be attained?

First, punishment.—As part of the reparation for the murder of two missionaries in Shantung Germany exacted the cession of Kiaochau, and as part of the reparation for the more recent persecution of Christians in Szechuan France exacted territorial concession in that province. But, as a rule, the punishment inflicted for the murder of missionaries has been a pecuniary indemnity, coupled in certain cases with the execution of one or more individuals of the baser sort who may or may not have been responsible for the murder. Both forms of punishment are open to serious objection; territorial indemnity, because it creates the belief that missionaries are but awns in the game of politics played by Western

nations and so instruments to further the sacking up of the country; pecuniary indemnity, because it creates the belief that foreigners may be killed with comparative impunity on payment of a few thousand taels, a payment which only further embitters the feeling of the people towards missionaries and their converts because it means increased local taxation. Neither touch the real *causes et origo mali*—the officials who have been really responsible for the outrages either by actual incitement to them or by failure to repress disorder in its initial stage. It is true that the degradation of an official has occasionally been demanded as one of the terms of settlement, but when he has been of standing the demand has in almost every instance been waived in the end, in deference to the objections of the Chinese Government—a suicidal policy, for in dealing with Orientals no demand should ever be made unless a decision has been come to enforce it, and, once made, it should never be abandoned.

In the present case both forms are to be specially deprecated, because either will but accentuate the causes of the present outbreak. Pecuniary indemnity will, of course, have to be paid for property destroyed—a very large sum in itself—but beyond that point it should not be exacted.

Let there be no mistake, however, as to what the effect of this step would be. The advent of the Reform party to power would certainly not mean that foreigners will be free to do as they please in China, nor even necessarily a pro-foreign policy. The reform movement is a national movement, the object of which is by reform of the administration and by the introduction and assimilation of Western science to make China a progressive and strong nation. It has occasionally been demanded as one of the terms of settlement, but when he has been of standing the demand has in almost every instance been waived in the end, in deference to the objections of the Chinese Government—a suicidal policy, for in dealing with Orientals no demand should ever be made unless a decision has been come to enforce it, and, once made, it should never be abandoned.

Secondly, prevention.—The deterrent effect to be anticipated from the equitable punishment of all high officials implicated has been stated in the previous paragraph. But in this outrage—unique in history not only for the insolent disregard of the universally recognized *sacrae leges*, but for the slaughter at Government instigation and in time of peace of foreign missionaries and native converts (for even in the Armenian atrocities the former were left unharmed)—complicity extends to those highest officials of the Imperial family itself. To shield them it will have been so often in the past that an insurgent mob overpowered the Government and rendered it incapable of performing its duty and of giving effect to its benevolent intentions. Such excuses cannot be entertained. The maintenance of order is one of the elementary duties of every Government to avoid responsibility by the plea that it is unable to control its own people is a policy that admits of no defence, because, while the right of aliens to enter the country has been established by treaties, the admission of such a class withdraws from them the only security these afford and provides none other in its place. It was precisely this policy which sanctioned time and again postponement of the treaty right of entry into Canton, induced outrage and massacre of foreigners as evidence

of the antipathy of the local population, and so led to the war of 1858. A reversion to that policy and to the weakness of which it is the outcome will lead to the same result, war, not a permanent peaceful settlement.

Peking thus is guilty beyond doubt. And all the information so far to hand points no less clearly to the responsibility of the Empress Dowager for the present outbreak. Since September, 1898, she has been the recognized head of the Government. As such she has been either directly responsible for the Boxer movement, or has been the tool of anti-foreign advisers who favoured it—in either case uniting to continue to direct the Government. It is said Russia and France will object to any action which will affect the Empress Dowager's position; but it is scarcely credible that other Powers would support her, if her responsibility, direct or indirect, for these outrages can be demonstrated, and that she can be scarcely admit of doubt.

What Government

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	SHANGHAI	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	On or about 20th inst.
LONDON VIA SUZ CANAL	GLAUCUS	Brit. str.	—	Barwise	BUTTERFIELD & SWIRE	On 22nd inst.
LONDON VIA PORTS OF CALL	CLYDE	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 29th inst., at Noon.
LONDON VIA SUZ CANAL	ALCINOUS	Brit. str.	—	Pulford	BUTTERFIELD & SWIRE	On 2nd Oct.
LIVERPOOL DIRECT	PATROCULUS	Brit. str.	—	Dickens	BUTTERFIELD & SWIRE	On 16th Oct.
BREMEN, VIA PORTS OF CALL	HECTOR	Brit. str.	—	Barr	BUTTERFIELD & SWIRE	On 20th inst.
MARSEILLES, &c.	PREUSSEN	Ger. str.	—	H. Kirchner	MELCHERS & CO.	On 20th inst., at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	KAWACHI MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 21st inst., at Daylight.
TRIESTE, &c., VIA PORTS OF CALL	SALAZIE	Fren. str.	—	Negre	MESSAGERIES MARITIMES	On 24th inst., at 1 P.M.
HAVRE & HAMBURG	CHINA	Ans. str.	—	R. Meyer	SANDER, WIELER & CO.	To-day.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Braun	CARLOWITZ & CO.	To-morrow.
HAVRE & HAMBURG	SAKONIA	Ger. str.	—	Jugen	CARLOWITZ & CO.	On or about 2nd Oct.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 21st Oct.
HAVRE & HAMBURG	KONIGSBERG	Brit. str.	—	Schudor	DODWELL & CO., LIMITED	On or about 30th Oct.
NEW YORK VIA SUZ CANAL	AFRIDI	Brit. str.	—	Hildebrandt	SHEWAN, TOME & CO.	To-day, at 5 P.M.
NEW YORK VIA SUZ CANAL	GENESEE	Brit. str.	—	W. Frakes	JARDINE, MATHESON & CO.	On 22nd inst.
NEW YORK VIA SUZ CANAL	ORWELL	Brit. ship	—	G. A. Lee, R.N.E.	SHEWAN, TOME & CO.	On or about 25th inst.
NEW YORK	NORWOOD	Brit. ship	—	J. Kennedy	SHEWAN, TOME & CO.	On or about 26th inst.
NEW YORK	SACHEM	Brit. str.	—		CARLOWITZ & CO.	On or about 10th Oct.
NEW YORK	ASTURIA	Brit. str.	—		DODWELL & CO., LIMITED	On 20th inst.
NEW YORK	GLENNOGLE	Brit. str.	—		CANADIAN PACIFIC R. CO.	On 26th inst.
NEW YORK	EMPEROR OF JAPAN	Brit. str.	—		T. M. STEVENS & CO.	On or about 18th inst.
NEW YORK	SKARPSNO	Brit. str.	—		DODWELL & CO., LIMITED	On 20th Oct.
NEW YORK	MONTMOUTHSHIRE	Brit. str.	—		PACIFIC MAIL S. S. CO.	To-morrow.
NEW YORK	CITY OF PEKING	Amer. str.	—		TOYO KISEN KAISHA	On 6th Oct., at Noon.
NEW YORK	HONGKONG MARU	Jap. str.	—		O. & S. S. CO.	On 27th inst., at Noon.
NEW YORK	GALIC	Brit. str.	—		BUTTERFIELD & SWIRE	To-morrow.
NEW YORK	BERGENHUS	Brit. str.	—		BUTTERFIELD & SWIRE	On 23rd inst.
NEW YORK	TATYUAN	Brit. str.	—		GIBB, LIVINGSTON & CO.	On 27th inst., at Daylight.
NEW YORK	AUSTRALIAN	Jap. str.	—		NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
NEW YORK	SHINANO MARU	Brit. str.	—		P. & O. S. N. CO.	On or about 29th inst.
NEW YORK	ROHILLA	Jap. str.	—		NIPPON YUSEN KAISHA	On 20th inst., at Noon.
NEW YORK	YAWATA MARU	Jap. str.	—		BUTTERFIELD & SWIRE	On 22nd inst., at Noon.
NEW YORK	CHINTU	Brit. str.	—		MELCHERS & CO.	Quick despatch.
NEW YORK	LO INGMOON	Brit. str.	—		P. & O. S. N. CO.	On or about 24th inst.
NEW YORK	SACHEN	Brit. str.	—		DODWELL & CO., LIMITED	To-morrow, at 11 A.M.
NEW YORK	MALTA	Brit. str.	—		DODWELL & CO., LIMITED	On 10th inst., at Daylight.
NEW YORK	HAITAN	Brit. str.	—		MITSU BUSSAN KAISHA	On 21st inst., at Daylight.
NEW YORK	ANPING MARU	Jap. str.	—		MITSU BUSSAN KAISHA	On 22nd inst., at 5 P.M.
NEW YORK	TAIWAN MARU	Brit. str.	—		SHEWAN, TOME & CO.	On 26th inst.
NEW YORK	MENMUIR	Brit. str.	—		BUTTERFIELD & SWIRE	On 27th inst., at Daylight.
NEW YORK	DIAMANTE	Brit. str.	—		GIBB, LIVINGSTON & CO.	
NEW YORK	TAIWAN	Brit. str.	—			
NEW YORK	AUSTRALIAN	Brit. str.	—			

SHIPPING.

ARRIVALS	
Sept. 14. SUNDAY	British transport, 4,400.
Sydney ANDREAS	Takao 9th September.
Sept. 15. DAYBREAKER	British str., 700. A. H. Best, Shanghai 11th Sept., General CHINESE.
Sept. 15. HAITAN	British steamer, 1,133. Beach, Foochow 12th Sept., Amoy 13th and Swatow 14th, General—DODWELL & CO.
Sept. 15. KWANGTSE	British str., 1,467. Lincoln, Canton 14th September, General CHINESE.
Sept. 15. REVA	British transport, 8,546. Jones, Taku 11th September.
Sept. 15. CLIVE	British transport, 2,722. G. J. Bang, Shanghai 11th September.
Sept. 15. LENGAL	British steamer, 2,751. S. Barcham, Bombay 31st August, and Singapore 10th September, Mails and General P. & O. S. N. CO.
Sept. 15. CHOYANG	British str., 1,195. Bowker, Canton 14th September, General JARDINE, MATHESON & CO.
Sept. 15. YUENSANG	British str., 4,128. P. H. Rolfe, Manila 12th September, General JARDINE, MATHESON & CO.
Sept. 15. HANOI	French str., 749. Pannier, Haiphong 10th September, and Hoochow 14th General—A. R. MARTY.
Sept. 15. APENZEL	German steamer, 611. Lorenzen, Chioe 9th September, General CHINESE.
Sept. 15. FEICHING	British str., 987. J. Gordon, Haiphong and Hoochow 14th Sept., General CHINESE.
Sept. 15. MACDUFF	British str., 1,882. Reith, Glegg, Barry 4th August, Coal—DODWELL & CO., LTD.
Sept. 15. SULTAN VAN LANGKA	Dutch str., 1,834. Blomberg, from Japan. Coal—MAYER & CO.
Sept. 15. ASAKA	British str., 1,565. Maittock, Sammern 7th Sept., Sugar—JACOBSEN, MATTHIJSSEN & CO.
Sept. 15. ANPING MARU	Japanese str., 1,058. Atsumi, Tamsui, Amoy and Swatow 15th Sept., General—M. B. KAISHA.
Sept. 15. BENCLUTHA	British str., 1,320. T. Sheehan, Shanghai 13th Sept., General CHINESE.
Sept. 15. GERMANY	German str., 1,714. A. Bondoux, Manila 12th Sept., Ballast—JEEBEE & CO.
Sept. 16. HAIKAN	French str., 377. Merleos, Pakhoi and Hoochow 15th Sept., General—A. R. MARTY.
Sept. 16. SAN GOTTAPO	Italian transport, 3,000. V. E. Caroti, Spetsa 29th July and Singapore 9th September.
CLEARANCES	
AT THE HARBOUR MASTER'S OFFICE	15TH SEPTEMBER.
Westgate, British ship, for Port Townsend.	
Mandarin Maru, Japanese str., for Swatow.	
Loebke, German str., for Hoochow.	
P. C. KIAO, German str., for Hoochow.	
Volute, British str., for Shanghai.	
Decima, German str., for Taku.	
DEPARTURES	
Sept. 14. HAILEYBERRY	British str., for Amoy.
Sept. 15. PARMATTA	British str., for Europe.
Sept. 15. LAWADA	British transport, for Calcutta.
Sept. 15. ADOUR	French transport, for Taku.
Sept. 15. LAPPOA	British transport, for Taku.
Sept. 15. FLORES	British str., for Kuchingnotzu.
Sept. 15. TIGER	British str., for Kuchingnotzu.
Sept. 15. HILLSONG	British str., for Shanghai.
Sept. 15. GLENGELE	British str., for Shanghai.
Sept. 15. LYDDEON	German str., for Nagasaki.
Sept. 15. PATROCULUS	British str., for Nagasaki.
Sept. 15. HOIHAO	French str., for Hoochow.
Sept. 15. DAYBREAKER	British str., for Canton.
Sept. 15. CHIYEANG	British str., for Swatow.
Sept. 15. HIGHLIGHTS	Norw. str., for Canton.
Sept. 15. DEUTSCHER	German str., for Saigon.
Sept. 15. GLENPALLOCH	British str., for Amoy.
Sept. 15. CHINA	German str., for Singapore.
Sept. 15. PHILANANG	British str., for Bangkok.
Sept. 15. GLENGELEY	British str., for Kinachow.
Sept. 15. LIV. NOW.	Norw. str., for Kuchingnotzu.
Sept. 16. MAIDENHU MARU	Japanese str., for Swatow.
VEHICLES IN DOCK	
ABERDEEN DOCKS	
KOWLOON DOCKS	U.S.S. Monterey, Argus, Longsone, Kong Beng, Tai On, Pakson, Kongnun, U.S.S. Meade, Vigilante, H.I.G.M.S. Tires.
COEMOPOLITAN DOCK	Stanfield, Glenogle.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPEROR OF JAPAN	WEDNESDAY, 26th Sept., 1900.
EMPEROR OF CHINA	WEDNESDAY, 24th Oct., 1900.
EMPEROR OF INDIA	WEDNESDAY, 21st Nov., 1900.

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER in 12 DAYS, sailing THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Fair), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 30th August, 1900.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, CALCUTTA,

COLOMBO, ADEN, SUEZ,

SAIDI, FIUME AND TRIESTE.

(TAKING CARGO AT THROUGH PORTS TO THE BRAZILS,

TO SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA,

VENICE AND ADRIATIC PORTS).

THE Company's Steamship

CHINA.

Captain R. Mayer will be despatched as above TO-DAY, the 17th instant, at 5 P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight apply to SANDER, WIELER & CO., Agents.

Hongkong, 11th September, 1900.

FOR NEW YORK VIA SUEZ CANAL

THE Steamship

"AFRIDI"

will be despatched for the above port TO-DAY, the 17th instant, at 5 P.M.

房樂館芝廣

KWONG CHI KOON

DISPENSARY.

街欄樂城省東廣

CHEONG LAN STREET, CANTON

子甲大歲年參治同海大

創開年四拾零百湖任竟英大

ESTABLISHED 1864.

記為祥吉意如



Trade Mark

KWONG CHI KOON

DISPENSARY.

CHEONG LAN STREET, CANTON

ESTABLISHED 1894.

油意如 U. I. YAU

or "AS YOU WISH OIL."

Prices at \$1.00 per bottle.

0.50 per bottle.

0.25 per bottle.

散開通 TUNG KWAN SAN, or "Army

Medical Powder," 50 cents per bottle.

散打跌 TIT TA SAN, or "Falling and

Bruising Medical Powder," Price at

50 cents per bottle. Made from the best

selected medicine to be used for the above

Oil and Powder.

散及油製泡藥好選

K WONG CHI KOON is one of the largest

Native Drug shops in Canton employing

about 300 men. The Proprietor, Mr. Yau

Ting, is a man of great energy and business

capacity, and is also very benevolent, giving

away thousands of dollars worth of medicine in

charity, usually with an eye to the main off-

fice. He has many testimonials as to the

efficiency of his medicines from officials, scholars,

and business men. Like the Chinese generally

he has great faith in medicine and is desirous of

extending his business to foreign countries,

giving people of western lands the benefit of his

medicines.

He has submitted to me the formulas of some

of his preparations for examination, giving full

explanation as to the medical qualities of the

ingredient. I have found the Ting Kwan San

or Army Medical Powder and the Tit Ta San

or Falling and Bruising Medical Powder com-

posed of Musk, Barova, Camphor, Rhubarb, two

kinds of gum, with red oxide of mercury and

yellow sulphide of arsenic, animal and vegetable

charcoal, which are known in western pharmacy.

Besides this it contains gold leaf, tigress and dr-

mons bones, shavings of antelope and rhinoceros

horns, which I have shown him that chemical

science proves to be inert, he proposes to omit

from the medicine prepared for foreign use.

The medicine is to be chiefly used as a ster-

nifactory, as it is put up in small metal bottles by

which it can be injected into the nostrils.

The small amount of oxide of mercury and

sulphide of arsenic will not be dangerous used

in this way.

(Signed) J. G. KERR,

Canton.

Directions are given according to the Chinese

method of using the medicines.

The nature of the oil is very mild, but its

action is exceedingly good, possessing won-

derfully curative effects in both internal and

external diseases. As it is an invaluable medi-

cine it should be kept on hand ready for use by

all persons, whether at home or abroad.

DIRECTIONS.

For external use rub the oil on the temples,

forehead, between the eyebrows, back of the

ear and neck, on the chest and back, on the

abdomen or wherever the pain or soreness is

located. It must be rubbed on for 5 minutes. For

toothache put a little in the tooth on cotton

and rub on the gums. The oil has beneficial

effects in headache, fainting, colds, sore throat,

stomach-ache, colic pains, rheumatism, num-

bness of the limbs, pain in the back, cramp,

local swelling and inflammations, influenza,

diarrhoea, toothache, pains in the head and con-

vulsions after childbirth, prickly heat, boils,

and mosquito bites.

Internally the dose is five drops in a little

water, and it is to be repeated every two or

three hours, at the same time using it ex-

ternally.

The proprietor of the Kwong Chi Koon

Drug Store of Canton has placed in my hands

for examination a number of his preparations,

with the receipt for each.

His "U. I. YAU" "As you wish Oil" is a

wide circulation and is very much used. It is

composed of aromatic and stimulant herbs and

barks, most of which are well known in our

pharmacopeia, together with pinipung (a costly

kind of camphor) balsam wood, orris root, with

two or three other less known articles, but none

of the objectionable substances, which enter

into many Chinese medicines. It is one of

the combinations which has real merit and

it is not strange that it has attained so wide

a reputation for the relief of maladies for which

it is recommended.

(Signed) Doctor J. G. KERR,

Canton, China.

Any order please apply to—

MESSRS. DABLY & CO.,

No. 19, Queen's Road Central,

Hongkong.

Who are appointed Sole Agents for the sale

of our Goods.

KWONG CHI KOON.

Hongkong, 5th May, 1900. 1372

R. J. REMEDIOS.

FOREIGN AND COLONIAL STAMP

DEALER.

No. 37, CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval

to any address or receipt of satisfactory refer-

ence.

Is also prepared to purchase used POSTAGE

STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent Discount Allowed. [1036]

VESSELS ON THE BERTH.
CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH THE
ATCHISON, TOPEKA AND SANTA FE
RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

"BERGENHUS" 3,000 Tons, on 18th Sept.

THE Steamship "BERGENHUS" will
be despatched for SAN DIEGO and
SAN FRANCISCO via SHANGHAI,
MOJI, KOBE, YOKOHAMA and HONO-
LULU, on TUESDAY, the 18th September.
Through Bills of Lading issued to any point
in the United States.Cargo will be received on board until 5 p.m.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 p.m. same
day; all Parcel Packages should be marked to
address in full; value of same is required.Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco should be
sent to the Company's Office, addressed to the
Collector of Customs at San Francisco.For further information as to Freight or
Passage, apply toBUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 25th August, 1900. [1414]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via
Shui, Nagasaki, Kobe, TUESDAY, Sept. 18.
Inland Sea, Yokohama, at NOON.
and Honolulu).CHINA (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama,
and Honolulu).CITY of RIO DE JANEIRO
(via Shanghai, Nagasaki,
Kobe, Inland Sea, Yoko-
hama and Honolulu).THE Company's Steamship "CITY OF
PEKING" will be despatched for SAN
FRANCISCO, via SEANGHAI, NAGA-
SAKI, KOBE, INLAND SEA, YOKO-
HAMA and HONOLULU, on TUESDAY,
the 18th September, at NOON.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.Passengers holding through ORDERS TO
EUROPE have the choice of overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines.Particulars of the various routes can be had
on application.Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Indian Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.Freight will be received on board until 4 p.m.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 p.m. same
day; all Parcel Packages should be marked to
address in full; value of same is required.Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.J. S. VAN BUREN,
Agent.

Hongkong, 29th August, 1900. [1323]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL, DIRECT
(TAKING CARGO AT LONDON RATES.)

THE Company's Steamship

"HECTOR"

Captain Barr, will be despatched as above on
THURSDAY, the 20th September.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 24th August, 1900. [2033]

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS

in CHINA AND JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFR

POST OFFICE NOTICES.

The *Gælic*, with the American Mail of the 21st ult., left Yokohama on Monday, the 10th inst., at daylight, and may be expected here to-morrow.
The *Sachsen*, with the German Mail of the 20th August, left Singapore on Thursday, the 13th inst., at 1 p.m., and may be expected here to-morrow.

MAILS WILL CLOSE.

FOE PER DAY AND HOUR.

Hainan	Monday, 17th, 9.00 A.M.
Moji	Monday, 17th, 1.00 P.M.
Hongay	Monday, 17th, 5.00 P.M.
Swatow, Amoy and Foochow	Tuesday, 18th, 10.00 A.M.
Swatow and Amoy	Tuesday, 18th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Registration... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	Letters... 11.00 A.M.
Singapore, Penang and Calcutta.	Tuesday, 18th, 1.00 P.M.
Shanghai	Tuesday, 18th, 3.00 P.M.
Foochow, Amoy, Kobe, Yokohama, Victoria and Tacoma	Thursday, 20th, 10.00 A.M.

EUROPE &c., India via Tuticorin (Late Letters 11 to 11.30 A.M. Extra Postage 10 cents.)

Taku, Port Darwin, Thursday Island, Cooktown, Brisbane, Sydney and Melbourne (Supplementary)

EUROPE &c., India via Tuticorin (Late Letters 11 to 11.30 A.M. Extra Postage 10 cents.)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

TO-DAY.

Annual Meeting, Hongkong Cricket Club, Pavilion, 5.15 p.m.

Meeting of the Perseverance Lodge, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

SATURDAY, 15th September.

ON LONDON.— Telegraphic Transfer 2/0/3

Bank Bills, on demand 2/0/4

Bank Bills, at 30 days sight 2/0/5

Credits, at 4 months sight 2/1/2

Documentary Bills, 4 months sight 2/1/2

ON PARIS.— Bank Bills, on demand 2/0/4

Credits, at 4 months sight 2/0/5

ON GERMANY.— On demand 2/1/2

ON NEW YORK.— Bank Bills, on demand 50/1

Credits, 60 days sight 51/4

ON BOBIA.— Telegraphic Transfer 15/4

Bank, on demand 155

ON CALCUTTA.— Telegraphic Transfer 15/4

Bank, on demand 155

ON SHANGHAI.— Bank, at sight 71/4

Private, 30 days sight 72/4

ON YOKOHAMA.— On demand 11 p.c. dis.

ON MANILA.— On demand 1 p.c. pm.

ON SINGAPORE.— 1 p.c. pm.

ON HAVANA.— On demand 12/4

ON HAMBURG.— On demand 3 p.c. pm.

ON SAIGON.— On demand 21 p.c. pm.

ON BANGKOK.— On demand 60

Sovereigns, Bank's Buying Rate 96/5

Gold Leaf, 100 fine, per tael 51

Baht Silver, per oz 28/2

OPIUM.

Quotations are— Allow 10 cent to 1 cent.

Malwa New \$830 to — per picul.

Malwa Old \$870 to \$880

P. P. per wrapped \$870 to —

Persian fine quality \$910 to —

Persian extra fine \$150 to —

Patna New \$957 to — per chust.

Patna Old \$1020 to —

Banaras New \$950 to —

Banaras Old \$3 —

VESSELS EXPECTED.

THE GERMAN MAIL.

The N. D. L. steamer *Sachsen*, carrying the German mails with dates from Berlin of the 20th August, left Singapore on Thursday, the 13th inst., at 1 p.m., and may be expected here to-morrow.

The N. D. L. steamer *Preussen* left Kobe via Nagasaki, Shantou and Foochow on Sunday, the 10th inst., and may be expected here on or about Wednesday, the 14th inst.

THE AMERICAN MAIL.

The O. & O. steamer *Gælic*, with mails, &c., from San Francisco to the 21st ult., via Honolulu, Yokohama, Island Sea, Kobe, Nagasaki and Shanghai, on the 29th ult.

The T. K. K. steamer *Hongkong Maru*, with mails, &c., from San Francisco for this port via Honolulu, Yokohama, Island Sea, Kobe, Nagasaki and Shanghai, on the 10th inst. via Inland Sea, Kobe, Nagasaki and Shanghai.

The C. P. R. steamer *Empress of China* left Vancouver for Hongkong via inland ports of call on Tuesday morning, the 11th inst.

MERCHANT STEAMERS.

The N. Y. K. steamer *Kawachi Maru* (European Line) left Kobe via Moji for this port on the 13th inst., and is expected to arrive here on the 19th inst.

The N. P. steamer *Victoria* sailed from Tacoma for Japan and Hongkong on the 11th inst.

PASSED THE CANAL.

OUTWARD.— 31st July.—*Morea*, 3rd August.—*Olimpo*, 7th August.—*Canton River*, 14th to 19th August.—*Canidu*, *Charles Rogie*, *Moskva*, *Nautilus*, *Bluen*, *Straidua*, *Strasburg*, 17th August.—*Adria*, *Polyneuse*, *Pocoua*, 21st August.—*Bertheshire*, *Melbourne*, *Nord America*, *Bamberg*, 24th August.—*Bombay*, *Caledonia*, *Idomenes*, *Alexandria III*, *Cyathine*, 28th August.—*Imperial Government Paper Mills*, *Sachsen*, *Almeria*, *Pyrus*, *Korea*, *Adri*, *Uperw*, *Ger*, *La Champs*, 31st August.—*Haneda*, *Mur*, *Sakai*, *Drum*, *Port*, *Mari*, *Old Uruguay*, 4th September, Hongkong, 19th August, 1899.

JOINT STOCK SHARES.

HONGKONG, 14th September.

STOCKS.	NO. OF SHARES.	ISSUE VALUE.	Paid up.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. at 1/11/99	312 p. c. pr.—\$515.
Bank of China & Japan, Ltd.	109,875	25	25	None	25.50
Do. Deferred.	1,250	21	21	None	25.50
National Bank of China, Ltd.	10,970	210	210	2/8 for 1899	226, sellers & buyers
Do. Founder's Shares	20,935	210	210	2/8, 17/4, 17/4 for 1899	220, buyers
Marine Insurances.					
Union Ins. Society, Ltd.	10,000	\$250	\$250	50 p. c. pr.—\$18 for 1898	820, sellers
China Traders Ins. Co., Ltd.	24,000	\$83.33	\$83.33	10 p. c. for 1898-99	877, sellers
North China Ins. Co., Ltd.	5,000	\$100	\$25	5 p. c. for 1898-99	877, sellers
China & Manilla S. S. Co., Ltd.	14,000	\$50	\$50	20 per cent. for 1899	818, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 per cent. for year ending 30/6/99	841, sellers
China Mutual S. N. Co., Ltd.	60,000	\$10	\$10	Final 3 p. c. pr.—\$18 for 1898	820, buyers
Indo-China S. N. Co., Ltd.	60,000	\$10	\$10	5 p. c. for 1898-99	882.
China & Manilla S. S. Co., Ltd.	6,000	\$50	\$50	20 per cent. for 1899	805, old sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 per cent. for year ending 30/6/99	818, sellers
China Sugar Refining Company, Limited	20,000	\$100	\$100	Int. of \$2 per share on a/c 1900	812, sellers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	83 for 1897	825, sellers & buyers
Mining.					
Punjab Mining Co., Ltd.	60,000	\$8	\$8	None	84, sellers
Do. Preference	30,000	\$1	\$1	None	81, sellers
Societe Francaise Charbonnages du Tonkin	16,000	Fr.250	Fr.250	None	820, buyers
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	811 cents, sellers
Teleku Mining and Trading Company, Ltd.	45,000	\$5	\$5	5 p. c. for half year end 31/7/98	893, sellers
Raub Australian Gold Mining Co., Limited	200,000	\$1	\$1	18/10/98, 5 p. c. for 1898-99	820, sales
Oliver's Freehold Mines, Limited	15,000	\$5	\$5	81/4, 12/4, 12/4 for 1898-99	83, sellers
Great Eastern and Colonial Gold Mining Co., Ltd.	140,000	\$4	\$4	First year	80 cents
Do. Preferences	70,000	\$1	\$1	80 cents	80 cents
Do. Wharves, &c.					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	Spec. & 12 p. c. bonus for year ended 30/6/99	543 per c. pr.—\$200.
Whampoa and Kowloon Wharf and G. Co., Ltd.	20,000	\$50	\$50	Int. of 5 p. c. on account 1900	886.
Wanchai Warehouse and Storage Co., Ltd.	2,000	\$100	\$97	80 cents	800, buyers
New Amoy Dock Co., Ltd.	6,000	\$61	\$61	22 per cent. for 1899	820, sellers
Lands, Hotels & Buildings.					
Hongkong Land Investment & Agency Co., Ltd.	50,000	\$100	\$100	Int. \$3 on account 1900	876, buyers
Kowloon Land & Co. Co.	6,000	\$50	\$50	81 for 1899	825.
West Point Building Company, Limited	12,500	\$50	\$50	Int. \$1.50 on acc't 1900	850, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p. c. for half year	8120, sellers
Humphrey Est. & F. Co.	55,000	\$10	\$10	5 per cent. for 1899	810.
Cotton Mills.					
Ewo Cotton, Spinning and Weaving Co., Ltd.	17,500	Fr.100	Fr.100	4 p. c. for period ending 31/12/97	818.
International Co. Mfg. Co., Ltd.	10,000	Fr.100	Fr.100	3 p. c. on account '98	818.
Laot-kun-mow Cotton Spin & Wear Co., Ltd.	8,000	Fr.100	Fr.100	80 on 6,000 shares	818.
Soy Chee Cotton Spinning Company, Ltd.	2,000	Fr.500	Fr.500	4 p. c. for period ending 31/12/97	818.
Yahlong Cot. Spin. Co., Ltd.	7,500	Fr.100	Fr.100	None	818.
Hongkong & Canton Spin. Weav. & Dye Co., Ltd.	12,000	\$100	\$100	None	816, buyers
Miscellaneous.					
Green Island Cement Co.	50,000	\$10	\$10	10 p. c. for 1900 on o. Capt.	820.
China Borneo Co., Ltd.	7,000	\$20	\$16	None	800, sellers
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	Final 6 p. c. on account 1900	815, sellers
Hongkong Electric Co., Ltd.	30,000	\$10	\$10</td		